givil war. The author is not one of those Confederate officers who are able to write of the rebellion and its fortunes in a disinterested way. He makes no effort to disguise his sympathles or his antipathles, and it cannot be said that the text altogether justifies the deciaration in the preface that he has written with-out malice. Passion, at all events, there is, and too much of it for any book with historical pre-tensions. In reviewing his narrative we shall devote some space to the preliminary cruise of the Sumter, which was by no means uncourse of the Alabama, whose powers of de-

At the outbreak of the rebellion Raphael Bemmes had attained the rank of Commander in the naval service of the United States, and his resignation was duly accepted in February. 1861, by Secretary Toucey, though he was sub-sequently accused of descriton by Secretary Welles. He received the same grade in the Confederate navy, and in April, 1861, was se-signed to the command of the Sumter, a pro-peller steamer of five hundred tons, then fitting pener steamer of he annuared ton, the steamer of for sea at New Orleans. The vessel was supposed to have a speed of between nine and ten knots, and her battery consisted of one eightinch shell gun, pivoted amidship, and of four thirty-two pounders in broadside. The author's requisition for funds at starting did not exceed, it seems, the sum of \$10,000, federate Naval Department, to make the she should get to sea. The vessel experienced a good deal of difficulty in reaching the mouths I the Mississippi, owing to the reluctance of the regular plious to come on board, for most of se, not only at New Orleans, but along the whole southern coast, were "Northern men, who, as a rule, want over to the enemy, though pretending, in the beginning of our troubles, to be good Secessionists." Some of these, rever, were impressed by Capt. Semmes. who, with their help, reached the so-called "Head of the Passes," which was already blockaded by Union ships. Here the Sumter lay nine days, and the author expresses some surprise that no attack was made on her, seewas not until June 29 that the Sum-ter succeeded in running the blockade past the Brooklyn, whose commander was af-terward severely censured for permitting the escape, The sailing orders of Commander semmes had given him a carte blanche as to the greatest injury to the enemy's commerce in directed to Cape St. Roque, one of the great The first prize was made on the southern coast Maine. She was burned after the removal of her craw and such provisions and equipments as the Sumter required. It is a mistake to suppose that the Sumter's prisoners were ill treat-"The Captain," we are told, "was invited mess in the ward room, and when he was afterward landed the officers made up a purse The captured crew were put into a mess by themselves, with their own cook, and, with regard to rations, were placed on the same footing with the Sumter's own men." Within the next two days the Sumter took seven more prizes, six of which were carried into the port of Cientuegos. Thence Semmes proceed-ed on his way toward Cape St. Roque, but as his vessel would only carry coal for eight days, bor the Dutch authorities, after considerable

to say that it not only bullied the little South American republics, but all the world besides." The Sumter's next coaling place was Port of Commander Semmes was civilly treated by the officers of the garrison, who, however, took the precaution of visiting him in citizen's dress. This was because Lord Russell had dubbed the Confederacy a "so-called Government," a de-preciative term which did not prevent the Colonial authorities from deciding that coal was not contraband of war. At Cayenne, on the other hand, although France was at least as friendly as Engiand to the Confederacy. Semmes was refused permission to coal, and had to push forward to the Dutch settlement of Paramaribo, on the Surinam, where, notwithstanding the zenlous remonstrance of the Federal Consul, he obtained the needed supply. It was here that Semmes heard of the Confederate

leaving Curaços the Sumter captured a Yankee schooner, and endeavored to sell her in the

Venezuelan port of Puerto Cabello, but was re-

fused permission to enter the harbor, and had,

This difficulty of finding a market for his cap-

tures was frequently encountered by Capt. Bemmes in South American waters. "I must,"

he writes, "do the model republic the justice

cordingly, to send the prize to New Orleans

victory at Bull Run. The Sumter's next stopping place was the Brazilian port of Maranham, where the vessel was only allowed to coal after proof that permission had been granted in the colonies of three powers, Spain, Holland and England. It was not until a week later (Sept. 15, 1861.) that Semmes started on a cruise north of the equator, the season being unpropitious for Cane St. Boque, which had been his original goal. Between Maranham and Martinique a brig and schoouer figing the Federal flag were captured. but most of the vessels which were chased and everhauled proved to be neutral. Short as was the time which had elapsed since the Sumter went to see, the Federal trade with the West Indies seemed to have almost wholly disap-peared. On the other hand, a number of ships belonging to the United States Ravy were already in pursuit of Benimes. one of them, the Powhatan, under Lieutenant (now Admiral) Porter, having reached Maranham only a week after the Confederate's desarture. At Martinique the cruiser was much letter treated by the French authorities than it had been at Carenne: the instructions from the Paris Government having been apparently modified by the result of the battle of Buil Run. The friendly disposition of the French was increased after the seizure of Mason and Slidell by Capt. Wilkes, an event of which Semmes beard for the first time at Martinique. It was while coaling at this island that the Sumter was blockaded by the Federal steam sloop Iroquois, but after some ten days the Confederate caped and pursued her voyage across the Atlantic, burning on her way the schooner Areade, the ship Vigitant and the bark Ebenezer Dodge. Having now forty-three prisoners on board (or more than the number of the Sumter's crew on watch at any given time), the commander, by way of precaution, put half of them in trons. That is to say, half of them would have manacles attached to their Wrists on every alternate day. According to the author, they submitted obserfully to the restraint and did not deem it an indignity. It was one of these prisoners who, by lighting his pipe in violation of orders, caused a fire on board ship in mid-ocean which was with difficulty extinguished. The Sumter made Cadiz, sowever, in safety on Jan. 4, 1862, and her commander was painfully surprised to secsive from the military governor a perptory order to proceed to sea within enty-four hours; but an appeal by telegraph to Mairid procured permission to land pris-oners and remain long enough to complete ne-

secestry repairs. To the last, however, Capt. Semmes was subjected at Cadiz to a system of

Cruses of the Suster and the Alabama.

There have been many published accounts of the remarkable career of the Confederate cruiser Alabama, but her story is now for the first time resounted by her commander in Service Affost, by Admiral Rarkant Summs (the Baltimore Publishing Company). The author has undertaken this work, so he assures us, because the previous attempts to discharge it have been fallures, and because, in his opinion, the achievement of the vossels which he successively commanded—the Sumter and Alabama—constitute no unimportant part of the history of the salps, and her commander, incling it impos-sible to procure coal, resolved to lay her up and proceed to London. Here Capt. Semme's connection with the Sumter ceased. She had cost the Confederate Government for running expenses only \$28,000, or about the price of one of the least valuable of her seventeen prizes.
"In her best days," says the author, "the Bumter had been a very inefficient ship, being always anchored, as it were, in the deep sea by her propeller whenever she was out of soal. A fast ship, propelled entirely by sail power, would have been better." Yet she had, accord-ing to her commander. "Ine qualities as a sea boat, being as buoyant, active, and dry as a duck in the heaviest gales, and these are the qualities which a seaman most admires."
An impression was at one time current that

the Alabama was first named "290," to indi-cale by the large number that contributed to fit her out how widespread was the English sympathy for the rebel cause. But as Capt. Semmes points out, "the fact is that the Ala-bama was built by the Mesera. Laird of Birkenhead under a contract with the Confederate States, and was paid for out of the Confederate Treasury. She happened to be the 290th ship built by those gentlemen, and hence the name." The reader may like to see a detailed description of a vessel which was to play such a memorable rôle in naval history. Her commander tells us that she was of about 900 tons burden, 230 feet in length, 33 in breadth, 20 feet in depth, and drew when provisioned and coaled for a cruise 15 feet of water. Her engine was of 300-horse power, and she had attached an apparatus for condensing from the vapor of sea water all the fresh water that her crew might require. She was barkentine rigged, with long lower masts, which enabled her to carry large fore and aft sails, She was, in short, at one and the same time a perfect ateamer and a perfect sailing ship, neither of her two modes other. Such was her construction that in fifteen minutes her propeller could be detached from the shaft and lifted in a well contrived for the purpose, sufficiently high out of the water not to be an impediment to her speed under sail. It seems, however, that the speed of the vessel was greatly overrated by her opwas brusharily about a ten knot shin. She was said to have made eleven knots and a bair on her trial trip, but we never atterward got it out of her. Under steam and east both we logged on one occasion thirteen knots and a quarter, which was her utmost speed." The Alabama's armament consisted of eight guns, six 32-pounders in broadside and two pivot guns amidships, one of the latter, however, eing of very little use. The average craw beofficers. We may note, lastly, that the cost of this ship, which was to damage the commerce of the Union to the extent of many millions

In August, 1862, Capt, Semmes left Liverpool to join the Alabama at Terceira, where the steamer was to receive her battery and stores. from a saling ship which had preceded her. the Confederate flag was effected, we are told. on the high seas, more than a marine league from the land, a little more than two years before, vanquished by the Kearsarge, she went down in the British Channel. She was, as her commander not unnaturally inelets, a ship o war, and not a privateer, having been built by sioned by Mr. Davis, who, it will now be admitted, had as much right to sign Semmes's credentials as had John Hancock to sign Paul

The new cruiser was first headed for the Azores, in order to strike a blow at the Union whaling fleet. Her first victim was the Ocmul-Fayal, and her crew were put on shore in their own boats at a village on the island of Flores. The operation of landing the prisoners was bardly finished when a Boston schooner hove in sight. In the case of this vessel, as well as of seven or eight ships subsequently captured. Capt, Semmes retaliated for the treatment to which the Bumter's paymaster had been subjected by putting the masters and mates, as well as the craws, in irons. This indignity. however, was inflicted but for a short time, as the prisoners were presently released on Santa Cruz. Many of the Union whalemen captured off the Azores had large stocks of oil. but as Semmes know of no port in which his prizes could be sold, he burned the vessels and their cargoes. The captured crews, landed on the little island of Flores, were in numbers nearly equal to the original inhabitants, and the Federal counsel at Fayal was obliged to charter a vessel for the sole purpose of remov-ing the colony back to the New England States. According to Capt. Semmes, the masters of the ships he burned seldem told the whole truth when they got back among their countrymen. "Some of them forgot entirely to men-tion how they had implored me to save their ships from destruction, professing to be the best of Democrats, and deprecating the war which their countrymen were making upon us. How they had come to sea, bringing their New England cousins with them, to get rid of the draft, and how abhorrent to them the sainted Abraham was. 'Why. Captain,' they would say, it is hard that I should have my ship burned; I have voted the Democratic ticket all my life; was a Brockinridge man in the last Presiden tial contest; and as for the nigger, if we except a few ancient spinsters who pet the darky, on the same principle that they pet a lap dog, having nothing else-to pet, and a few of our dea-cone and church members who have never been out of New England, and some cunning po cal rascals, who expect to rise to fame and for-tune on the negro's back, we New England peo-ple care nothing about him." When the Alabama's commanderatill insisted that his orders required him to burn the vessel, her master would propose to give a ransom bond, which both he and the owners would regard as a debt of honor. Touching this offer Capt. Semmes remarks that he now has some of these debts of honor in his possession which he will sell

They who suffered by the Alabama not unnaturally described her as a pirete, but in one capital particular the course of her commander was anything but piratical. He not only burned whate oil, which was destined to that method of consumption, but he burned alco-holic beverages, a thing unheard of among the rovers of the seas. Capt. Semmes tolls us that from the very outset of the cruise "an order had been issued that no spirituous liquors should be brought on board the Alabams. The as the men, and no officer's mess was allowed as the men, and no omeer's mess was allowed to supply itself with liquor, by purchase or otherwise, unless by my consent, and I never gave this consent to the midahipmen's mess. We burned on one occasion a ship whose entire cargo consisted of French brandles and champagne and other wines, without allowing a botter of the control of th regulation was enforced with regard to articles of clothing, which were also, when captured, turned over to the Paymester to be credited to the Government, and duly issued and charged to the crew as if they had been purchased in the market. "The California-bound abjus frequently had on board boxes and bales of fine clothing, boots, shoes, and hats, but not a garment was allowed to be brought on board except such as the Paymaster might need for issue. It seemed hard to consign all

if such licease had been permitted, disorder and demoralization would have been the consequence." Forhaps nothing beers such strong testimony to the discipline maintained on beard as the fact that during her curver the Alabama did not lose a single man by disease.

From the Argest the Alabama proceeded to From the Azores the Alabama proceeded to the banks of Newfoundland with a view of inthe banks of Newtoundland with a view of in-tercepting the American grain fiest. After capturing four vessels laden with corn, Capt. Bemmes overhauled a packet ship, bound from Philadelphia to Liversool, with some sixty passengers on board. As half of these were women and children, the Confederate Com-mander, contrary to his usual practice, bonded the ship. He kept in her company, however, until another vessel hove in sight, which he captured and burned, after transferring her crew to her bonded predecessor. Through the newspapers obtained on these captured vessels Captain Semmes procured much useful information with regard to the whereabouts of the United States. In this way he received. the Union gunboats. In this way he received, he tells us, his mails quite regularly from the United States, sometimes daily and rarely less frequently than thrice a week. "My young officers," he says, "bocame so accustomed to their morning's newspaper, as they sat down to the breakfast table, that if it was not forthcoming they would wonder what the Alabama had been about the past night that she had not gotten hold of a mail."

The Alabama had taken seventeen ships in

six weeks, but after the middle of October, 1862, the American flag began to disappear from the thoroughfare of the transatiantic grain fleet. Even when an American ship was captured, her cargo was supposed to be pro-tected by British consular cartificates, but tected by British consular certificates, but these, in many instances, were pronounced fraudulent by prise courts, held on board the Alabama, and the cargoes, as well as the cap-tured vessels, were burned. It was these perormances which at the time were thought to

lend some color to the charge of piracy brought against the Confederate cruiser.

At the end of October Capt. Semmes left the American coast, near which he had been cruismost a supply ship and renew his stock of coal. vessels, a whale ship and an East India tradur. The latter's cargo was consigned to the Boston agent of the Barings, and the author records the "especial pleasure" which he took "in applying the toreh to the property of this Brit-ish house, which had rendered itself exceedingly active during the war in the Federal interest importing large quantities of arms and master we are told that, "though a Northern Yankee skipper about him. He was devoid of the raw-boned angularity which characterives most of them, and spoke value English through his most setted of his nose. His through his most setted of his nose.

ouite an unusual circumstance among his class." This is one of the live alume of this volume, the war is not yet over. The narrative, which in itself is highly interesting, would have been all the better if pruned of such excrescences; us in his preface, to reproduce as far as possied. In his opinion, not to write as a Southern the rebellion would be to offer a "dead history." This record of the Alabama's cruise is as full

of strange and moving incidents as the log

ook of a buccaneer. But we must pass more rapidly over the latter part of the story, which begins with the escape of the vessel from Marthe San Jarinto. After coaling at the island of in the much-travelled passage between San the California steamers. Here, after burning a bark and ransoming a schooner, he took the Ariel, which was indeed a California steamer, out instead of being homeward bound with a large consignment of builton, she was on her way to Aspinwall with five hundred women and children on board. "I was very anxious." Writes Captain Semmes. " to destroy this ship, as she belonged to a Mr. Vanderbilt o New York, an old steamboat captain who had amussed a large fortune in trade, and was a bitter enemy of the South." But as he could not possibly accommodate five hundred passengers on the Alabama, and could not, in the few days at his disposal, transfer them to a new prize, he released the Ariel on a ransom bond, signed by the master as Mr. Vanderbilt's agent. nonnees that "It is for sale cheap." As to the treatment of the passengers on board the Ariel, it is pointed out that each of them presumably lars, all of which money under the laws of war would have been good prize. Not one dollar of it was touched by the so-called "rebel pirates." nor was the baggage of a single passen-

It was during a subsequent cruise in the a squadron of five Union war steamers, one of which, the Halteras, was decoyed from he consorts and after a fight of fifteen minutes captured. In armament the two vessels seen to have been nearly equal, each carrying eight guns, though the Alabama's pivot guns were the heavier. The crews of the combatants were about equal in number, but the Hatteras was the larger of the two vessels by 100 tons. Of the Union commander, Biske, his antagcourage, and made the best fight he could unsupported as he was by the volunteer officers by whom he was surrounded, but he fell into disgrace with the Demos, and had but little opportunity of retrieving his disaster during the remainder of the war."

From the Gulf of Mexico the cruiser crossed the Caribbean and skirted the coast of Brazil, and thence, traversing the Atlantic, put in at Cape Town. Between Jamaion and the coast of Africa she captured not less than twentyfour vessels. From Cape Town Capt. Semmes pushed across the Indian Ocean, and in the Straits of Sunda burned two Union ships, the Amanda and the Wing d Racer. The appearance of the Alabama naturally caused a panie among the American vessels in the China Seas. The slarm was justified, for three ships were taken within a few days after the cruiser left Singapore. Instead, however, of advancing northward along the coasts of Annam and China, Capt. Semmes decided to retrace his course to the Cape of Good Hope. On his return voyage he succeeded in making but one prize, the Emms Jane, a Maine vessel, which

he barned off the coast of Maisbar.

The decision of her commander to return from the China seas to the Cape of Good Hope proved fatal to the Alabama. The last cruise of that vessel began with her departure from Cape Town, March 20, 1864, on her way to Cher-bourg, which she reached on June 11. Three days later the Union steamer Kearsarge steamed into the harber, and, after communioating with the authorities, took her station off the breakwater. Capt. Semmes sent notice through the United States Consul to Capt. Winslow of the Kearsarge that if he would wait until the Confederate cruiser could receive some coal the latter would come out and give him battle. It was understood that the defi-ance had been accepted. The Alabama's crew began settive preparations for bat-tie. The Alabama carried one gun more than her antagonist, but Capt. Semmes insists that the fight was not a fair one, be-

cause the Kearsarge was ironeled. He seems to think that Capt Winslow should have informed him of the fact, but it was undoubtedly his business to find it out for himself. As for the foolish talk about "the days of chivalry being past," it is hard to see what claim the Alabama could make on the score of chivalry, after having burned same scores of helpless merchantmen. If Capt. Semmes did not consider that he had a reasonable chance of beating the Kearsarge, he should not have sent a shallenge to the commander of that vessel. It is ridiculous to describe the latter's acceptance of the cartel as a "Yankee trick." It is interesting to read the address made by congr. Sommes to his erew as his ship was

seeing into cetice. "The crew," it seems, "had been particularly neet in their dress that morning, and the officers were all in the uniforms appropriate to their rank. As we were approaching the enemy's ship I caused the crew to be sent aft within convenient reach of my voice, and, mounting a gun carriage, spoke to them as follows: 'Officers and seamen of the Alabamai You have at length another opportunity of meeting the enemy-the first that has been presented to you since you cank the Hattersel In the mean time you have been all over the world, and it is not too much to say that you have destroyed and driven for protection under neutral flage out-half of the enemy's commerce, which, at the beginning of the war, covered every see. This is an achievement of which you may well be proud, and a grateful country will not be unmindful of it. The name of your ship has become a household word who rever divisination extends. Shall The name of your ship has become a household word whorever civilization extends. Shall that name be tarnished by defeat? The thing is impossible." It is the impossible that happens, for although the men who listened to this speech hore themselves with indisputable bravery, yet after a fight of an hour and tan minutes, and a loss of thirty in killed and wounded, the Alabama was seen to be in a sinking condition, and Capt. Semmes struck his flag. What followed we learn from his report, written two days after the battle: "Alfrom each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship of war of a Ohristian nation could not have done this intentionally. We now directed all our exertions toward saving the wounded, and such of the boys of the ship as were unable to swim. These were despatched in my quarter boats, the only boats remaining to me. Some twenty minutes after my furnace fires had been ex-tinguished, and when the ship was on the point of settling, every man, in obedience to a pre-vious order, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after my ship went down. Fortunately, how-ever, the steam yacht Deerhound, owned by gentleman of Lancashire, England, steamed up in the midst of my drowning men and rescued tained that as many as ten were drowned. With regard to Capt. Winslow's statement that he desired to board the Alabama Capt. apectful distance from her, even after he saw that she was crippled; he had greatly the speed of me, and could have laid me alongside at any moment, but so far from doing so, he was shy of me even after the engagement had ended." We may add that, according to the author of this book, he would have bester the Kearsarge, iron-clad as she was, in the first half hour of the engagement but to the inferiority of the Alabama's ammunition, which had been two years on board and become much deteriorated by cruising in a variety of climates. "The Alabama was not mortally wounded and after the Kearsarge had been firing at her an hour and ten minutes. In the mean time, in spite of the armor of the Kearsarge, I had mortally wounded that ship in the first

thirty minutes of the engagement. I say 'mor-tally wounded her' because the wound would have proved mortal but for the defect of my ammunision. I lodged a rifle percussion shell near her stern post-where there were no chains-which failed to explode because of the defect of the cap. If the cap had performed its duty and exploded the shell, I should have been called upon to save Capt. Winelow's crew from drowning, instead of his being called upon to feet of a percussion cap-did the battle hings. was the only trophy they ever got of the Alabama. We fought her until she would no longer swim, and then we gave her to the waves."

A handsomely printed and illustrated quarto volume of 655 pages, contains the first installment of "Memoirs of My Life," by JOHN CHARLES FRÉMONT (Belford, Clarke & Co.). It carries the narretive as far as the early part of 1847, when the writer was just 84 years old (although he himself mentions embraces his first three explorations across military services in California. Of this period sam which, in view of the hardships and viels counter, seems now almost pathetic. "This volume," he says, "contains that part of my life which was of my own choosing, which was occupied in one kind of work, and had one chief aim. I lived its earlier part with the true Greek joy in existence-in the gladness of living. An unreflecting life; among chosen companious, all with the same object, to enjoy the day as it came, without thought for the morrow that brought with it no reminders, but was all fresh with its own promise of enjoyment. * * * There was always the excitement which is never without pleasure, and it left no griefs pehind."

The account of his explorations, mainly derived from his disries, is impressive, graphic, and picturesque. Those portions of the volume which describe military operations on the Pacific coast are, on the contrary, rather tedious. The illustrations of scenery on the plains and among the Rocky Mountains, taken from daguerrectypes, which in turn were made into photographs, and carefully worked up by skilful artists, are really admirable.

As a narrative of the adventurous and en-thusiastic youth of a very remarkable man, whose soubriquet, "The Pathfinder," was fairly wen in five memorable expeditions, and whose discoveries, often made at great personal peril. lent the first stimulus to transcontinental travel, this volume cannot fail to hold the attention of the reader. In the calm evening of a somewhat stormy life, the venerable author is laboring with the arder of his sarlies or intellectual power, to bring his colossa work to completion,

Book Notes.

The Harpers publish in their Handy Series Tennyson's The Harpers publish in their Handy series Tennyson's "Lonkeley Hall, Sixty Years Afterwards, &c," Dickens's "Christmas Caso" and "The Chimeh" occupy the last issue of Cassell's National Labrary.

We have received from Seribner & Weiford a revised and enlarged edition of the "Sonasta" of Emily Pfeiger. These are poems of a very high order of merit which have won the encomiams of the best contemporator artifics.

peraneous critics.

"Devon Hoya," by George Manville Fenn (Harpers), is a lively story of adventure by land and sen, the scene of which is laid on the north shore of Devonshire Sngland. The leading characters are boys, and is is essentially a boy's book.

In his "Railway Practice" (Putnams) Mr. E. Perter Abstract Adventure intelligently what have alled

tially a boy's book.

In his "Railway Practice" (Patnams) Mr. E. Porter Alexander discusses intelligently what has been called the "Railway Problem," so far as any solution of it has been statempted by the Inter-State Commerce bill, now swatting the signature of President Cleveland, and other measures of the kind.

Under the Stile of "The Argument for Weman's Electoral Rights," Vistoria O. Woodhuit (Are, John Biddulph Martin) has issued a volume containing a number of speches, reports, and loctures delivered by her in 1870 and 1871 in the cause of woman's claim to equality with man as regards the right of electoral suffrage.

Prof. Archibaid alexander of Ociumbia College is the outbor of "Some Problems of Philosophy" (Boriones), a little volume prepared with the view of pointing one a few of the difficult points of philosophy" (Boriones), a little volume prepared with the view of pointing one a few of the difficult points of philosophy "Goriones," He writes with clearness and concleaness, and his book will prove a useful introduction to the study of philosophy.

Mostra, Harper & Breithers will issue on Peb. 1 Dr. Franz Reber's "History of Mediavai Art," translated and augmented by Joseph Thacher Clarke. The volume will be uniform with Echer's "History of Amelant Art," and brings its author's design of making a comprehensive history of the progress and development of art and archibecture outflesse pasars completion.

"Valumer," the author of the "Lawyer's Code of Ethics; A satire" (The P. H. Thomas Law Book Ce., St. Louis), intimates in his dedication that some of those who read his book may wonder why he had not been sent to an anylum of idota. His had reason for this apprehension. His satire is simply commonplace smartness, with coarcely a suggestion of original or genuine wit.

Mr. George Laneing Raymond is the asther of a book of verse entitled "Ballade of the Revolution and Other Foems" (Patname). The ballade are founded mainly on Sancrel's history, and, without exhibiting much pectical appreasion, few amet

voice of an opicule in the component's early life, which contains some good paragra.

Mr. A. J. Gover is singularly apprehensive of danger to American liberty through the machinations of the Roman Outhelis Olurch, and, with a view of warning his countrymen in time, he has issued a pamphlet entitled "Remeaken; or, Danger Alsaed" (Creig & Barlow, Chicago). It is written in an intensely partisan apirit, and is so full of projudice and reckless statement that it may be and to possess no possible value.

"Social Studies," by R. Haber Newton (Putname), is a collection of cours and discourses on social and cecanic early that it is not received the improved and misinformation they display than for any other quality. The anther associa, for instance, that the interest on the delvie of this city amounts to \$81,000,000, and that coal costs the consumer "\$1.50 per ton more than all expenses and a handsome profit would warrant." He accepts assortions as evidence, and has taken no pains to resort to original sources for his statistics.

Thomas Commerford Martin and Joseph Wetsfer are the authors of "The Sicetric Motor and its Applications" (W. J. Johnston), a large and handsome volume containing many well executed illustrations. The authors dwall at length upon the early history of motors and experiments in Europe and America, the modern electric realway and tranway in Europe and America, and the industrial application of electric motors in Surope and America, referring more briefly to the use of storage batteries, electric motors in marine and acrial navigation and telepherage. They conclude with an existence of the state of storage batteries, alcetric motors in marine and acrial navigation and telepherage. They conclude with an ex-

storage batteries, electric motors in marine and serial navigation and telpherage. They conclude with an ex-cellent chapter on the letset American motors and

motor systems.

The United States Brewers' Association publish a The United States Rewers' Association publish a pamphiet by G. Thomann, entitled "The Effects of Beer Upon Those who Make it and Drink it." The author's object is to disprove the charge that the constant use of beer produces a species of degeneration in most of the human organism. He discusses the subject with clearness and candor, and by the aid of transvertiny statismities arrives at the conclusion that the death rate among brawers, who drink more beer and drink it more constants that against the search of the se brawers, who drink more beer and drink it more con-tentity than any-other class of people, is lower by 60 percent, than the average; that the health of brawers is unusually good, diseases of the kidney and liver be-ing rare among them, and that, as a rule, brawers live longer and preserve their physical energies better than 'the average workman of the United States.'

An important contribution to physical science is An-gred Heliprin's "Geographical and Geological Distribu-tion of Animals" (Appletons). The author has aimed to present to his readers much of the more significant feets

mal life as might lead to a proper conception of the relations of existing fauna, and also to turnish the student with a work of general reference, wherein the more salient features of the geography and goology of salimal forms could be readily ascertained. White this book is addressed chiefly to the naturalist, it contains much in-formation, particularly on the subject of the geograph-ical distribution of animals, the rapidly increasing growth of some species and the gradual extinction of others, which will interest and instruct the general reader. Nr. Heilprin is up believer in the doctrine of independent overation, but holds that animate nature must be leoked upon as a concrete whole. Mr. Chap on Higgins, who describes himself as a thor-

ough Englishman, and as loyal to the British Constitu-tion as any of Queen Vietoria's subjects, has written a volume entitled "Home Rule: or, the Irish Land Quee-ton," Which has had an immense sale throughout Great Britain, and has elioited the warm approval of Mr. Par-nell and other leaders of the Irish hational party. An edition, corressly prepared for the American people, has been published by Rand, McNally & Co. Mr. Higgine's arguments in favor of home rule and reform in the land tenure, fortified by abundant and trustworthy in the land tenure, fortified by abundant and trustworthy in estilling these vaxed questions are at the rest to uncerestimate. "Without the aid and sympathy of the American people," he says, "the Irish are powerless to tain redress; with the support of the American mass es they are all powerful and must eventually succeed

es they are all powerful, and must eventually succeed in obtaining justice."

The Baltimore Publishing Company have issued a new edition of Capt. Raphael Semmer's "Service Affoat," giving an account of the career of the Confederate ornisers Semmer and Alabama. It was originally published as long are as 1899, and naturally reflects the passions and prejudioss of an unreconciled Confederate who had done noteworthy services for his Government. The book has thus acquired a coloring which robs it of nearly every claim to be considered a trustworthy record. It was probably impossible for the author to have written in any other vein, and it would athor to have written in any other vein, and it would author to have written in any other vein, and it would be equally impossible now to revise or reconstruct his work in such a manner as to make it of historical importance or value. From beginning to end it is imbued with prejudice and bitterness of feeling. But as an account of the exploits of a brave and dashing officer, written from his peculiar point of view, it will always possess a strong though purely personal interest.

"The Golden Justice," by William Henry Bishop (Houghton, Mifflie, & Co.)

"The Golden Justice," by William Henry Bishop (Houghton, Mifflin & Co.), is an unnessally well written nevel. The plot is original in conception, and is developed with intelligence and no little dreamatic force, and there is much quaint description of the polygiot people who inhabit the city of Milwaukes, or Kewaydin, as the author chooses to call it, and of the place itself and its surroundings. The Golden Justice is a coloseal gilded statue of Justice, which surmounts the dome of the Kewaydin City Hall, and the manner in which it is connected with the thread of the story and becomes essential to its denouement is deserving of very bich praise. The aspiring Western city, trying to outgrow its provincial character and attain metropolitan importance, is pictured to the life. The catastrophe of the tornado, which brings on the climax of the story, will be read with absorbing interest by reason of the rewill be read with absorbing interest by reason of the re alistic power with which it is portrayed. There may be

something of exaggeration in this passage, but it is im-pressive to an unusual degree.

"The Rise and Early Constitution of Universities," by Prof. S. S. Lauris of the University of Edinburgh (Ap-pletons), is a work addressed, the author cays, less to wish to know something about mediaval education. The early influence of Christianity on education, the rise and organization of Christian schools until their de velopment, in the twelfth and thirteenth centuries, into the full-fledged university, the methods of instruction. the numbers and discipline of the students, and many other matters pertaining to the general subject are dis-cussed with learning and commendable clearness. It will astonish most readers to learn that in mediaval times an attendance of from 20,000 to 50,000 students at will astonish most readers to learn that in mediawal times an attendance of from 20,000 to 30,000 students at such seats of learning se Bologna and Oxford was not uncommon. But among these were included servitors of all kinds, and many of the students were boys between the ages of twelve and fifteen. As regards the functions of the university of to-day, the author believes there is a growing consensus of opinion in favor of the view that they must be at one and the same time scientific inefittees and training schools for the business of life. Dr. Döllinger, on the other hand, speaks of universities as "corporations devoted to—the advancement of the kingdom of knowledge by means of investigation and literary productivity," and scouts the idea of considering Oxford or Cambridge of any higher importance than big schools, "where mere gymnasium work is prolonged." To this Dr. Laurie replies: "We are content to be less exacting than Döllinger, and to be actiafied if we see the combination of scientific research with the professional instruction of youth; and we believe that the one is essential to the life and virility of the 5ther." A thousand years ago, he saya, the eminent Loup de Ferrières wrote years ago, he says, the eminent Loup de Ferrières wrote to Charles the Bald of France: "I desire to teach what I have learned and am daily learning."

QUERR WRINKLES

A Montounbio Mequest. Magistrate—You are accused of stealing chickens, Uncle Rastus. Are you guilty or not guilty?

Uncle Rastus—I pleads not guilty, yo' Honah, an' inquests de priviedge of frowing myse'f on de mercy ob de Jou't in case de svidence goes agin ma.

Surprising Ignorance.

"Young man," he said in solemn tones "don't you know that if you persist in drinking you will never get ahead in this world!"

"Won't get ahead in this world!"

"Won't get ahead in the world!"

"Won't get ahead in the world!"

"Why, my dear sir, your ignorance surprises me. I'll have a head on me te-morrow morning as big as a barrel."

On His Guard. Mrs. Wayback (pointing out one of Buffalo Mr. Wayback (who is comminant of the perils of a great city)—Hush, Mariar: Gon't ye say a word. That must be one of them bromeho steeres what the newspapers may cheats people out o' money.

A Footleb Pastime. He—I was discussing tobograping with your friend him Smith last evening, and I was surprised to learn, Him Ribel, that she considers the sport allly. Whe—Yes, dear Clara's nose turns red upon the slight-est exposure to cold.

Comething to Remember. A mother had reproved her little girl for be A mother had response her little girl, after ing sections as thoughtful silence, said:

"Manuma, can you write with your left hand?"
"I could if I were test-handed, but I'm not."
"Well," said the little girl, "I guess little children are left-handed all over."

Admits of he Dispute. Minister (to church member)—The noise which a ten-dollar bill makes when dropped into the contribution box, my dear Mr. Smith, ten't heard in this world, but it reverberates through heaven.

Ohurch member—Yea, sir; but if it reverberated less in heaven and more on earth, there would be a greater number of them dropped.

The American Navy. Washington Belle (to young naval officer)—Of your personal effects when on board ship, Lieut. Topsall, which do you consider the most necessary? Bayal Officer—Oh, the life preserver, by odds.

Chemp, bet Good. Dolphus—Dat am a fine turkey ro' got, Ras-tus. Am it der gestell. I picked ata bird.

CURIOUS PRATURES OF ACTUAL LIPE.

Homiside by a Devent Boor.

From the Patt Mail Garete.

In the last number of the Trulschrift a "Diary of a Boer in the kadt Commando" is published. We extract two consecutive entries: "Suniar, Feb. 20. No Kaffre in sight. Held divine sarvice. Frayer meeting at light-newed time. Monday, Feb. 24. Saw Kaffre on the hills. Commando went out said shot thirty-four, belies a number that get away wounded. Thankeyt ing tervice in the evening on return to camp. Sang Pasin 107, and went out sentry. Shot two Kafra!"

Not So Bully Afrer All. From the Atlanta Constitution.

Prom the Alianta Constitution.

One day the troopers of Roddy's envalry wore about to go into battle, dismounted, leaving every fourth man to hold the horses. The meu were drawn up to count from right to left. Of course, every fourth man felt joily, and this is the way the count went en:

"Two."

"Two."

"Two."

Bully!"

One."

"Une."
"Two."
"Two."
"Three."
"Billy!" Ac.
Gen. Roddy heard each fourth man call out "Bully."
Gen. Roddy heard each fourth man call out "Bully."
His face flushed. When ail had called off, he said:
"Numbers 1, 2, and bully will go into the fight as dismounted cavalry. No. 3 will held the horses."

Of Mind.

A Conchumn's Freeeness of Mind.

From the Philadelphia Inquirer.

A brave and skilful act was purformed by a gentieman's conchune yeardenly afternoon at Sinetenth and Chasinut street. The soupe was going easiward on Chestnut street. The soupe was going easiward on Chestnut street, when one of the borses becoming frightened, and his impulse of terror apparently communicating itself to the other, shoth dashed of a training the control of the street of the other hands of the couple of the future of the street of the street of the couple inserted the corner of Sineteenth and Chestuut streets, braced immelifor the shook and, throwing all his strength upon first one rein and then the other, steered the horses fall upon the lamp poak at the southwest corner, and awang them round it so as to strike the carriage just at the right point to simp the pole short off, defaching the horses at one blow from the vehicle, and then dropping the felias he let them run. All who aw its brave feliaw's action were filled with admiration at its courage, determination, and skill with which the driver accomplished the feat that saved the lives of the pole and the shaltering of the piate-class windows, suitained no damage except a few verasches.

All Right, Do Seto,

Prom the Chicage Revail.

One day inst week an old man with a bald head, and obviously with a drink or two stowed away in the place where a drink does not of man the most good, boarded a Van Haren street car and icoked around for a seat. Of course wis from a most of the place of the conductor, was told that he would be able to mad him one by the time the car reached Western avours.

All right, De Soto, "replied the ared passenger. The conductor inteleds his fare-taking and resumed his perch on the rear brake, but the bid mean's words kept ringing in his sers. "All right, De Soto! What the thunder did he mean by that?" De Soto! What the thunder did he mean by that? "I be Soto! What the thunder did he mean by that?" I be Soto! What the thunder did he mean by that? "I be Soto! What the thunder did he mean by that?" I be Soto! What the thunder did he mean by that? "I be Soto! What the thunder did he mean by that?" I be Soto! What the thunder did he mean by that? "I be Soto! What the thunder did he mean by that?" I be Soto! What the thunder did he mean by that? "I be Soto! What the thunder did he mean by that?" I was be had been giving him.

"On." said the dilighted old party, with a churckle, "in 1958, when the first Allautie cable was laid they gut a few words across, soit remember. One of the meaning we would be seen that work he was the last working, was: "All right, De Soto." Be Soto was the operator's name, you know, and, by goah, that was the last word they did get through that old cable before she went back on 'em completely,' for moaths that was all you could hear all this country, It was in every nam's meant. Whenever we wanted to say that right, when in fact it was all wrong, we'd say 'All right, De Soto,' see? That was what i meant when you tood me'd get a seat at Western avone. I know that this car doesn't run any further, and so do you, you year geomatic."

From the Washington Critic.

From the Washington Critic.

Saturday evoning a gentleman, who thinks he knows a witteism when it comes in his way, west home to his dituer after a visit to the Controom, where he had been bearing Mrs. Emmons give her testimony, it was the saturation to his dituer after a visit to the Controom, where he had been bearing Mrs. Emmons give her testimony, what he had the her he had been and as he saked him what he had the her he had the her he had been been she to excount for her learning, except on the ground of insanity."

"What was it?"

"Why, her attorney, Mr. Garnett, spid to her: 'Dr. Kempster testified that you streed to him that you were quite well off, in fact, was wenithy. Now, what have you to say to that?' 'Iva a fact. I did tell him I was weathy; and I am, 'she enswered. In what does your waslift consist? asked Mr. G. 'In my name, 'she said, and then she laughed as if she had said something very, very funy. Now, 'I'll save it to you if she isn't slightly off. I've been saylar 'Kimmona,' Boumona, 'over to my-saif for the last two hours and I fail to see where the lasting comes in "His wite looked at him, full of pity and tenderness, migh comes in "
His wits looked at him, full of pity and tenderness,
"I'm an aorry for you," she said, simply,
"Why!" he asked, warmly.
"Why!" he asked, warmly.

the Supreme Court of Constant and has had odeal lately with a unique marrimonial case, revealing altogather too innoh mother-in-law. Mr. Tiffany aranged that his brids should come out to him from England, and very o-nai-levately consented to her mother's accompany incher as a compagnon de vegage. They duly arrived, and all went merry until they were married, when the lady coolly informed him that he he had no intention whatever of living with him as a husband, but had simply married him as a bread winner to support her mother and herself. He applied for restitution of conjugal rights, but none had ever usen granted, so also has to appear presently to say why a decree star should not be pronounced in view of her forbidding her hashand to approach her. Eviantly Mr. Tiffany regards his mother-in-law as the root of all the evil: for when the Judge asked, amen Mra. Tiffany, Did any one accompany her on the vorage ?" Mr. Tiffany replied, with much feeling, "Rather!"

A Sign of the Times, From the American Itractite.

It is an ominous sign of the times that a large number of young large ites who were born in France, but have been residents of the United States for some time, are going back to she country of their birth to enter the army. In seve-ail case that we know of this is being done at the request of the parents who are still living in the old country. There is little doubt that the day of trouble for all Europy is not far off.

Disappointed Agnin.

Prom Tobacco. A tall, lanky man, with tauned features half bidden beneath a sombrere, was walking leisurely down lower Broadway this morning, inspecting the buildings and reading the various signs. Suddenly he came to a standard full opposets in City Itali and gazed intentity at a signatory, which read:

CIGARS, GAMBLING, TOBACCO. ed the store and addressed the young ma

Having been served with these requisites to happiness he continued:

"Now show me what the game is. I'd like to break the bank. I'we been tryin' to run against a game ever since I struck this 40 ms, but I couldn't find one newhar."

The clork politely informed the stranger that gambling was not conducted upon the promise it on your sign ?

"Oh! that is the name of the proprietor of the store."

"Tell bin to get the Legislature to change is," curlly remarked the stranger as he walked out.

Labor's Representatives are Not Bendhonds

Most of the Assemblymen travel to and from the capital on pages for the bed by the roads upon which they live. It is a significant and interesting feat that this is not true of the majority of these Bepresentatives classed as the labor members. There seems to have been a tacit understanding between them not to accorbinates and instead they purchased commutation tickets for three menuta. I noticed Expresentative limits when he went to the ticket affice at the depot to get his ticket. There is again states was there, and funds said to him:

"I want a three months' ticket for Hartford."

"Do you want to pay for it?" asked Mr. States.

"Yeal, there is a pass for you here in the drawer."

"Well. I am very much obliged to the railrosd officials, but one's capital." as much fails.

"I fight," said denote, are company to so much la."

"I fight, and denote are the Sto and got the three months' labors.

"The same thing, and as far as I can learn all the labor mass have followed suit. From the Mesa Haven Nesse.

Prom the San Francisco Argonaut.

From a city in the Mexican State of Jalisco have received the following request: "Editor Argo we have received the following request: "Editor Argo-nean.—Der Sir: If you have not any inconvenient." I will request you send me one excempiar of your accred-ited news paper. If his locture is affability to me. I will tail you, and then you can send me a subscription. Please eachies me if I am grievous. Your most respec-fully. The gentleman is not at all grievous. We have forwarded a copy, and trust that the lecture of the Argonesis will prove affability to him.

From the M. Louis Republican.

From the M. Louis Republican.

Justice Medart's court was the scene of a train scrimmanc yesterday afternoon, and blood was ready spatiered over the benches, wall, and the Judge's locket. The cause of the Louis of the Mannaght aranes Mr. If. Klein principal of the Humbergh aranes Mr. If. Klein principal of the Humbergh aranes as striking his on Julius, a boy of 12 wars, who was one of the pupils. The office of the states was crawded with the achoot children, who had see was crawded with the achoot children, who had see subjections as witnesses and the friends of the illigerents. The constable a large, powerful man was court serie, but Mr. Klein came in late with Atterney camil, who asked for a continuance until Saturday, the this desire greated.

"Yes sir," easerly, " and I hain't got no pince to sleep nor no money to get me surthing."

Well, here, get you self something to eat, and drink, too," and the rheumatic man slipped a piece of silver into the cutstretched hand and disappeared.

The recipient bowed and scraped, and turning, walked slowly up his attest. He had not gone far when he med the one who had caused, the collision coming down. He had get user his hery, and greeted the blue mas decreased the collision coming down. He had get user his hery, and greeted the blue mas decreased the blue mas described in the collider took the coin, applied his teell; and added:
"It's good, but the devit of it is, Bobby, we can't play that game very often. It's cley, but dangerous."

Marr's Luck Sticks to Her.

From the Philadelphia Press.

From the Atlanta Constitution.

James Hogan, the Sheriff of the Rio Grande, a full-fielded cowboy, a buesing brends breaker, and an expert lasses singer, came to Atlanta several days against a set of untanned postes. Festewing morning Hogan saddled an unbroken bronche and started out for a ride. The peny backed, but thogan was at home in the saidle, and in the course of an hour or two found himself near the East Tennessee shops, astride a well-broken horse. He then started back to the city by Windsor street, Just as he rode out of Windsor two fine gray bornes, drawing a close carriage, dashed by Windsor street. Just as he robe carriage, dashed by an exact bornes, drawing a close carriage, dashed the house of the street of the second by the said the lines were dangling seround the running bornes, heels. As they went by a lady thrust her head out the window and called for help. Hogan's chivairy said as aroused, and turning his bronche's head toward the Spring carriage hed row his rowed into the pony's side and dashed after the runaways, and as he ran tiogan unwound his lasso, which was on the horse of his saddle. His pony was feet of foot, and in a short race overriook the carriage. As he came nions did not be town the cow-

From the Chicago Herald.

From the Philadelphia Record. "I'm an actry for you," she said, simply.
"Why?" he saked, warmly.
"Because what?"
"Because what?"
"Because her name is 'Weltha,' and you and all the court were so wenderfully wise that you left the poor woman to enjoy her pun all to herself."

The Much Mother-in-Law.

From Fanity fulr.

The Supreme Court of Cape Town has had to deal lately with a unique marrimonial case, reveal-to sell lately with a unique marrimonial cas

Cordella?"

The jury remained out for some time. At last they came in, but the foreman reported that they could not agres. All of them except one man were in favor of the youncest sister, but the one mair were not satisfied and could not be satisfied about what he thought a flaw in the evidence.

"What is it!" ashed the Court of the obstinate juror, "Why, your lloud," said the fellow. "I'M, donrell and Mr. Regan were present, as that lawyer said, why didn't be put them in the winess box?"

A Buel with Chips.

From the St. Paul Ploncer Press.

blue suit, and I cannot procure a new one in such a short-time."

No. 2 here saw an opportunity to seeme the young lady's company for himself, and suggested that No. I send him as his proxy, together with a sufficient excuse for an unavoidable absence. To this No. I would not agree, and the young men almost came to how a in this is arguments. A mutual filend suggested that the con-tesionts play a game of poker for the pussession of the suit, to which the youngsters agreed. Taking fifty chips each, they played exactly one hoar and thirty-three minutes. There want't a bind made during the game, and not a raise unless three of a kind or laster were held. No. 2 finally won, and No. 1, though much disap-pointed, honorably failfuld his arreculous they writing a note to the young lady pleading andden writing a net to the young lady pleading andden writing a net commending her to the care of the triend, No. 2.

Your Rounds Botween a Terrier and a Mink. From the Boonville Locomotive.

A four-round fight between Louis Magsele's blooded terrier and a mink belonging to Sen Keel amused a large crowd on the south side of the square on sund or man belonging to Sen Keel amused a large crowd on the south side of the square on sund or man such that the state of the square on side trap on Saturday night, after he had throtted the steen chickens, and had brought him over to Mergele's to get a care in which to keep him. A care was procured, but Mr. Mink declined to remain a cattive befind its fruit bara and, wrenching them sent with his powerful jews, sought safety in flight. Just then the terrier took a haud in the fun, and grabbing the retreating mink in the back, shock him victoualy a few thousa, but the mink was not ble while the shaking was going on, and had got a firm hold on the dog's nose, and it sook his dogship some little time to shake him loose. The first roand was a draw. When time was called the terrier advanced quittously, while the mink kept one age on his advanced quittously, while the mink kept one discogning some little time to shake him loose. The first room was a draw. When time was called the lerrier advanced cautiously, while the mink kept one are on his advancery and the other as the growd, snap-ping viciously right and left. The second round ended in a victory for the terrier. The third round was a draw, in the fourth reend the contestants cause to the serated in good order, the mink a little tired and the terrier with blood in his eys. The terrier was soon master of the situation, such alseed the mink out of cultery by hilling it. But he was game to the lest, and died with a squant of definance.

From the Augusta Chronicia.

As Ape Taught to Walt on the Table.

Gon, Liorente, a planter in Fiorida, has trained a chimpanase to wait at table, and reports that is are does the work of four agrees. He wears all very carries his naptin under his arm, and would be perfect but for a tablemer to take tail of the sweets are fact but for a tablemer to take tail of the sweets and make. M. Meanier absence as that in many case speakare been motocombuly taked for beneated work.